

Amendments to the Claims

This listing of claims will replace all prior listings of claims in the application.

Listing of Claims

1. (Currently amended) A protective device for a motor vehicle comprising a flat sheet which is movably supported between a compactly rolled-up rest position and a pulled-out deployed position, said flat sheet being supported over its pull-out path in guideways in opposing sides of the vehicle, wherein two powered drive systems ~~having drive shafts, each comprising a drive motor with a corresponding drive shaft,~~ are associated with the flat sheet on the opposing sides of the vehicle, the powered drive systems being connected to one another through a mechanical synchronization gearing assembly comprising an elongated transfer device coupled to the drive shafts to be synchronously driven.

2. (Cancelled)

3. (Currently amended) ~~The~~A protective device according to Claim 1, wherein said transfer device comprises a for a motor vehicle comprising a flat sheet which is movably supported between a compactly rolled-up rest position and a pulled-out deployed position, said flat sheet being supported over its pull-out path in guideways in opposing sides of the vehicle, wherein two powered drive systems having drive shafts are associated with the flat sheet on the opposing sides of the vehicle, the powered drive systems being connected to one another through a mechanical synchronization gearing assembly comprising a flexible push and pull device coupled to the drive shafts to be synchronously driven.

4. (Cancelled)

5. (Currently amended) A protective device in a motor vehicle comprising:

a flat sheet that is movably supported between a compact, rolled-up rest position and a pulled-out deployed position;

a first guideway in a first side of the vehicle and a second guideway in a second opposing side of the vehicle, the first and second guideways for receiving and supporting said flat sheet along its pull-out path;

a first strand in the first guideway on the first side of the vehicle secured to said flat sheet;

a second strand in the second guideway on the second side of the vehicle secured to said flat sheet;

a first driving system including a first drive motor on the first side of the vehicle for moving said first strand;

a second driving system including a second drive motor on the second side of the vehicle for moving said second strand; and

a mechanical synchronization assembly for ensuring that the first and second driving systems are synchronized.

6. (Currently amended) ~~The~~^A protective device in a motor vehicle ~~of Claim 5, wherein said mechanical synchronization assembly comprises a~~ comprising:

a flat sheet that is movably supported between a compact, rolled-up rest position and a pulled-out deployed position;

a first guideway in a first side of the vehicle and a second guideway in a second opposing side of the vehicle, the first and second guideways for receiving and supporting said flat sheet along its pull-out path;

a first strand in the first guideway on the first side of the vehicle secured to said flat sheet;

a second strand in the second guideway on the second side of the vehicle secured to said flat sheet;

a first driving system on the first side of the vehicle for moving said first strand;

a second driving system on the second side of the vehicle for moving said second strand; and

a mechanical synchronization gearing assembly connected to said first driving system on the first side of the vehicle and connected to said second driving system on the second side of the vehicle for ensuring that the first and second driving systems are synchronized.

7. (Previously presented) The protective device in a motor vehicle of Claim 6, wherein said first driving system and said second driving system each comprise a drive motor having a drive shaft.

8. (Previously presented) The protective device in a motor vehicle of Claim 7, wherein each said drive shaft includes a drive pinion for moving the respective first or second pull strand.

9. (Previously presented) The protective device in a motor vehicle of Claim 8, wherein each said drive pinion mates with a corresponding part of said mechanical synchronization gearing assembly to ensure that the first and second driving systems are synchronized.

10. (Previously presented) The protective device in a motor vehicle of Claim 6, wherein said mechanical synchronization gearing assembly comprises a rack.

11. (Previously presented) The protective device in a motor vehicle of Claim 6, wherein said mechanical synchronization gearing assembly comprises a flexible push and pull device.

12. (Cancelled)

13. (Previously presented) A protective device in a motor vehicle comprising:

a flat sheet that is movably supported between a compact, rolled-up rest position and a pulled-out deployed position;

a first driving system on a first side of the vehicle;

a second driving system on a second side of the vehicle;

a first pull strand on the first side of the vehicle secured to said flat sheet and controlled by said first driving system;

a second pull strand on the second side of the vehicle secured to said flat sheet and controlled by said second driving system; and

a mechanical synchronization gearing assembly connected to said first driving system on the first side of the vehicle and connected to said second driving system on the second side of the vehicle to ensure that the first and second driving systems are synchronized.

14. (Previously presented) The protective device in a motor vehicle of Claim 13, wherein said first driving system and said second driving system each comprise a drive motor.

15. (Previously presented) The protective device in a motor vehicle of Claim 14, wherein each said drive motor includes a drive shaft.

16. (Previously presented) The protective device in a motor vehicle of Claim 15, wherein each said drive shaft includes a drive pinion for moving the respective first or second pull strand.

17. (Previously presented) The protective device in a motor vehicle of Claim 13, wherein said first driving system and said second driving system each comprise a hydraulic system.

18. (Previously presented) The protective device in a motor vehicle of Claim 13, wherein said first driving system and said second driving system each comprise a pneumatic system.

19. (New) The protective device in a motor vehicle of Claim 13, wherein said first driving system and said second driving system each comprise a mechanical system.